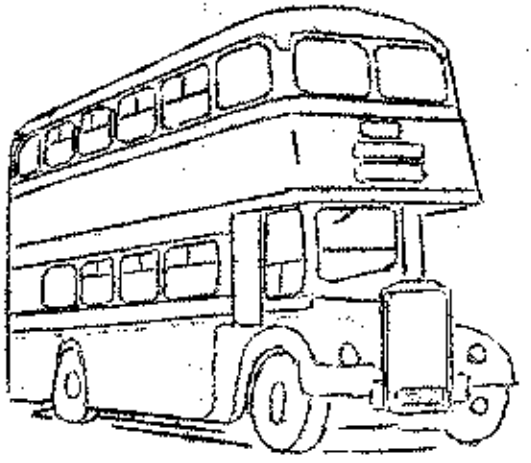
February 1968 No.39

M. & T. NEWS

The monthly magazine of :
Sheffield Omnibus Enthusiasts Society
(including Northern Trolleybuses)



Secretary : D.E.Vickers,144,Steade Road,Sheffield S7 1DU
Editor : R.Banks,17,Ulley Crescent,Sheffield S13 8BA
Treasurer : M.Q.Craig,35,Norton Park View,Norton, Sheffield S8 8GS
Sales Department : E.Wilson P.D.Fox.

----oOo----

SOCIETY NEWS

37 REPAINT FUND Enclosed with this edition of 'M & T News' are a list of items offered for sale, which are certainly competitive in value and quality to any in this country. Your friends and relations will certainly be interested in our engraved ball-pens and photograph wallets.

Please collect as much as you can towards our fund, so that 37 can run, this Summer, on a local system in her immaculate repainted condition.

Full details are enclosed of the Tees-Side tour to be held on Sunday 31st. March. We are looking forward to seeing you on both this and our Doncaster area tour on 3rd. March.

EDITOR'S NOTE

It has been decided that the STD history should become a publication in booklet form so that the proceeds of sale can go towards the '37 repaint Fund'.

The influx of news has been enormous this month, and we would like to thank those who have sent in news, and hope it will continue during the coming months.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT

Regent 460 has re-entered service after a lengthy rebuild of the front and off-side which was damaged in collision with a Mexborough and Swinton coach.

With the transfer of buses and routes from Townhead to Herries and Leadmill it is now common to see Neepsend Atlanteans on rtes. 95/42, 53 and Fleetlines with older Atlanteans on 13/14, 81/82. The final Townhead closure will take place on 16th. March, and from 17th. March only 4 garages will be in operation.

Several of the Atlanteans fitted with a rectangular near-side mirror have had this removed and the old pattern put in its place.

Neepsend Atlantean 359 has been repainted in a lighter shade and has lost its thin red band and has black painted between its indicators. 1374 has its fleet number under the off-side spot light.

OBSERVATIONS

13 on 113,715 on 112,1018 on 88,3159 on 150 all 11/1/68, 6 on 81 12/1/68,841 on 97,767 on 14,3155 on 39 all 15/1/68(also 14 on 113,1296 on 174,944 on 150,1002 on 97) The following were also noted on 15/1/68 due to allocation changes 750 on 38,961 on 82,706,850 on 282,768 on 88, 889 on 9,943 on 67,2177 on 95,368 on 82,696 on 150/1, 961 on 81,717 on 112 all 16/1/68.839,352 on 96,711 on 4, 722 on 112 all 17/1/68,129,2193 on 73,925 on 81,181 on 65,1014 on 95 all 18/1/68,2174 on 75,178 on 95,670 on 23,862 on 88,1292 on151,715 on 118,3077,3150 on 174, 704 on 82,706 on 88,1394 on 506,904 on 65 all 19/1/68, 729 on 42,837 on 42,850 on 53,3159,3072 on 99.501 on 3 all 20/1/68,271 on 85 21/1/68,517 on 75,348 on 98,1359 on 97,174 on 95,343 on 97,141 on 73 all 22/1/68,358 on 42,516 on 8,437 on 88,1006 on 24,270 on 65 all 23/1/68, 523 on 75,703 on 67,164 on 81 all 24/1/68,13 on 71,1369 on 82,174 on 95,761 on 88,1003 on 97 all 25/1/68,13 on 23,340/53 on 42,165 on 95 all 26/1/68,169/74/6/9 on 13/4 863 on 57,352 on 49,709,1771 on 88 all 27/1/68,138 on 82 29/1/68,1008 on 8,766 on 54 30/1/68,1776 on 88,386 on 97 31/1/68,928 on 82,2180 on 95,168 on 60,390 on 97 all 1/2/68,180 on 65 2/2/68,108 on 13,182/7 on 34/35/38 3/2/68,3157 on 3,389 on 97 5/2/68,764 on 54,904 on 81 6/2/68,705 on 4,1004 on 1,1348 on 75 7/2/68,1010 on 20, 1294 on 60,1008 on 20 all 8/2/68,2180 on 36,108 on 88, 902 on 75,1372 on 88,267 on 151,1001 on 98 9/2/68,359 on 49,1350 on 71 11/2/68,13 on 93,1746 on 26,346/59 on 42 14/2/68,108 on 4,369 on 82 15/2/68.

Revisions for the weight restriction on Woodbourn Road come into force with the Th closure from 17/3/68, and rtes 46 and 56 are planned to interwork using all the 'old wrecks' from Greenland Garage.

R.Banks E.Wilson P.D.Fox A.J.Gilling.

SHEFFIELD UNITED TOURS New are:

386-91	SWJ 386-91F	AEC Reliance	6U3ZR6937-42
		Plaxton	C45F
392-5	SWJ 392-5F	AEC Reliance	6U3ZR6943-6
		Plaxton	C49F

BRADFORD

The vehicles currently on order have been allocated numbers as follows:

286-300 Atlanteans (ch.nos.62870-89) 301-15 PD3/12 503-7 Swifts (ch.nos.MP2R268-71) 316-33 Fleetlines 508-12 Panthers (type PSUR1A/1)

CHESTERFIELD

81-7 have chassis numbers 700917/8/60/1/1491-3 and are PSUR1/1. These are the only ones that appear to be in service.

R.Banks E.Wilson.

EAST MIDLAND New are:

0501-5	NAL 501-5F	AEC Swift	MP2R040-3/9
		Marshall	B45F
0506-10	OAL 506-10F	AEC Swift	MP2R044-8
		Marshall	B45F
C286/7	OAL 286/7F	Bedford VAS5	7863051/307
		Duple	C29F
C288	OAL 288F	AEC Reliance	6UZR6905
		Plaxton	C49F

Withdrawn are : R30-4, C256-8

DONCASTER

6 Daimler Fleetline with Roe bodies are on order as a result of the two recently placed into service.

EAST YORKSHIRE New are:

825-36	MAT 825-36F	Daimler Fleetline	CRG6
	61840-51	Park Royal	H68F
845-8	MAT 845-8F	Leyland Panther	PSUR1/1
		Marshall	DP49F

A Co-ordination scheme has been brought about with United Automobiles on their routes from Scarborough to Bridlington. United have closed their bus station and enquiry office and transferred to East Yorkshire's Bridlington Bus Station. All services from Scarborough to Bridlington now start from East Yorkshire's Bus Station in Scarborough, opposite the United one. United are responsible for traffic control and duplication south from Scarborough and East Yorkshire North from Bridlington. The coordination scheme came in 6 months before the THC take-over of BET.

J.R.Bater D.Tummon R.Banks

LEEDS

Subject to the approval of the Traffic Commissioners seven more services will become completely one-man-operated. Consideration has now been given to the purchase of a further 30 single-deck and 80 double-deck buses,

delivery of which would enable the department to increase one-man-operation to 30% of the fleet. The Transport Committee has recommended the council to approve the following orders:

CHASSIS: 40 Leyland Atlantean, 40 Daimler Fleetline, 50 AEC Swift, 15 Daimler Fleetline 36ft. single-deck, 15 Leyland Atlantean 36ft. single-deck.

BODIES: 80 Roe double-deck, 25 Roe single-deck, 55 Park Royal single-deck.

HUDDERSFIELD New are:

27/8	MVH 27/8F		AEC Swift	MP2R093/4
			Roe	B44F

MEXBOROUGH & SWINTON New are:

15-8/20/1	RWY 515-8/20/1		Daimler CRG6LX	62269-74
			NCME	H77F

NORTH WESTERN

The first of the new Marshall-bodied Bristol RESL has been seen, and this, together with another 14, are part of an order for 40. The one seen is 270A KJA 270F. These are designed expressly for OMO; Although North Western have OMO buses these were only adaptions of existing vehicles.

The new Bristols will be used in the Matlock, Stockport, Oldham, Glossop and Macclesfield areas.

In line with standard North Western practice, manually operated Setright ticket machines are fitted to the new buses.

SCOTTISH COLUMN

Al Services, Ardrossan. A new vehicle for Money is:

JCS 817F	Daimler Fleetline		CRG6LX	62632
			Alexander	H75F

(This is the first Mark 4A Fleetline)

Two further Atlanteans are being bodied at Alexander's. Chassis 702262 is similar to those for Glasgow, and chassis 800477 is for McMenemy.

Dundee

New vehicles for delivery this year as follows:

55-64	FTS 855-64F	AEC Swift	Alexander	B48D
381-305	FTS 381-905F	Daimler CRG6	Alexander	H78F

55, ch.no.MP2R163, together with chassis MP2R165/7/71 were at Alexanders. The chassis numbers for 281-3 are 62851-3.

EDINBURGH

A current allocation of vehicles is as follows:

CENTRAL: 51-85,101-3/20-3,201-22/61-4,345-52,676-703, 789-800/26-50/80-8,900-70/98/9 (total 223)

LEITH: 704-80,801-25 (Total 102)

LONGSTONE: 86-100,314/42-4,401-86,601-50,781-8, 851-79 (Total 192)

MARINE: 240-60,353-60,487-555,651-75,889-99 (Total 134)

TOLLCROSS: 556-600 (Total 45)

The current fleet is:

DOUBLE-DECK: 90 Guy (314/42-60,901-70)
527 Leyland (240-64,401-900/98/9)

SINGLE-DECK: 1 Albion (123)
22 Bedford (201-22)
56 Leyland (51-103/20-2)

HUTCHINSON,Overtown

On 6th.October 1967 a new company HUTCHINSON's GARAGE (OVERTOWN) LTD. was registered.Current orders have been amended and are as follows:

2 AEC Swift/Willowbrook B53F
2 AEC Swift/Alexander B53F
2 AEC Reliance/Alexander C49F

MacBRAYNE

Vehicles on order for 1968 delivery are:

2 AEC Reliance/Duple Commander
1 AEC Reliance/Willowbrook
5 Bedford VAS /Duple Bella Vista
4 Bedford SB /Plaxton Panorama (7ft.6in wide)
2 Bedford VAM /Plaxton Panorama

INDEPENDENTS SECTION
CORRECTIONS

ENNIFER: The Fleetline is registered PDT 497E

LONGSTAFF: XUP 507 ex Armstrong,Ebchester(ch.no.82508B)

FARSLEY: The route is TINSHILL-HORSFORTH-PUDSEY and is not completely OMO.Also KUM 849 is delicenced.

KIPPAX: MUM 460 is still in Farsley O.C. Livery

B.D.Nicholson.

WALLACE ARNOLD

New vehicles for 1968 are:

MNW 330-9F	Leyland Leopard	Plaxton	C49F
MNW 340F	Leyland Leopard	Plaxton	C49F
MNW 341-3F	Leyland Leopard	Plaxton	C43F

MNW 344-6F	Leyland Leopard	Plaxton C43F (Devon)
MNW 347-9F	Leyland Panther	Alexander B48D

HIRED

MNW 700F	Bedford VAL14	Plaxton
MNW 701-5F	Bedford VAL70	Plaxton
MNW 706-9F	Bedford VAM70	Plaxton
MNW 710F	Bedford VAM70	Plaxton (Kitchins)

The services of Kippax and Farsley are to be taken over by Leeds C.T. who hopes to operate the routes before the end of March. No vehicles are involved.

R.Banks B.D.Nicholson D.Tummon

GOSPORT & FAREHAM

The first Seddon Pennine IV has chassis 41437

BARNSLEY BRITISH CO-OPERATIVE SOCIETY

This firm ceased to be a coach operator in December, and all nine vehicles were acquired by Furness, High Green, but only six have been licenced. The fleet was:

*	DHE 903	Austin	178142	BBCS	C29F
	MKE 57	AEC Reliance	MU3RV1067	Duple	C41F
	NKE 517	AEC Reliance	MU3RV1176	Duple	C41F
	WKE 387	Bedford SB1	88239	Duple	C41F
	TFR 278	Bedford SB1	79367	Duple	C41F
	532 DWW	Bedford SB5	92138	Plaxton	C41F
	BWR 494B	Bedford SB5	94456	Plaxton	C41F
*	BWR 495B	Bedford SB5	94464	Plaxton	C41F
*	KWX 421D	Bedford VAM5	6834208	Duple	C45F

MOSLEY, Barugh has two Plaxton bodied VAL's due and HEAPS two Plaxton bodied Reliances.

BOOTH & FISHER, Halfway		URA 601	Leyland PSU1/13	
531193	Duple Midland	B44F	Withdrawn 1/68	
EXCELSIOR, Dinnington		RLO 196E	Bedford VAL14	
7822668	Duple Northern	C52F	Ex.Cannon, Kingston	
SEVERN, Stainforth		EPM 13	Bristol K5G /1/68	
78.163	E.C.W.	H56R	To Tuxby(showman) Stainforth 11/67	
UNITED SERVICES(EVEREIT)		MWO 328	Guy Arab II	
FD70069	Duple	L53FD	Ex.Red & White L5.49 1/68	
WIGMORE, Dinnington		AJS 110B	Bedford VAL14	
1459	Duple	B53F	Sold 11/67	

WILSON, Stainforth

OUN 111	AEC Reliance	MU3RV1925 Harrington
	C39F	Ex.Western Welsh 111 12/67
HBE 260	AEC Rebuild	LRC100 Saunders
	B39R	Delicenced 12/67.

PRESERVED BRITISH MOTORBUSES

OLDHAM CROSSLEY 368 By S.Fitton

When our Society, the Buckley Wells Bus Enthusiasts were thinking of suitable transport for our third Tour to the Bradford Trolleybus System, a suggestion was put forward that, as Oldham Corporation were about to withdraw their last 7ft 6ins wide Leyland PD1's, it would be appropriate to hire one of these vehicles as a fitting climax to their 21 years of excellent service.

The tour of March 19th.1967 to Bradford was a great success, and we were all very impressed with the PD1's performance. As a result I made a speculative approach to the General Manager Mr.H.Taylor of Oldham Transport as to the possibilities of preserving this vehicle. Unfortunately, he informed me that another Society had already made a similar approach, and had in fact secured the vehicle for preservation. However Mr.H.Taylor pointed out that the last Crossley double decker no.368(FBU 827) would shortly be withdrawn from service and the Transport Committee were willing to dispose of this vehicle to the BWBE at an extremely reasonable price.

Consequently, a short trip was arranged to a loval park for a number of members and myself to evaluate the vehicle, and following this a firm decision was taken to preserve the vehicle; it was found to be in excellent condition both bodily and mechanically although it had not had a General Overhaul or repaint since December 1968.

The vehicke was in continuous Morning and Evening rush-hour service, and we were most fortunate in that the Corporation allowed us to carry out minor restoration work whilst it was still in service.

Three tours have been undertaken with 368, the first was a Sunday Evening Tour plus slide show last May, the Second was a Monday evening tour to Stockport in August, and the third was the final tour of 368 in Oldham Corporation ownership last December. The vehicle officially became the property of the Buckley Wells Bus Enthusiasts on 1st.January 1968.

Continued on Page 13

NORTHERN TROLLEYBUSES

We do hope all trolleybus enthusiast friends will join us on our Doncaster tour as much trolleybus interest will be provided by four preserved trolleybuses - Doncaster 375, at the depot of H.Wilson, and examples of Derby, Manchester and Glasgow trolleybuses, all in very good condition at the Reading Transport Society's museum at Belton.

As yet there has been little response to the appeal for articles for our columns - please don't hesitate to send in your reminiscences of your favourite trolleybus systems, or any items of interest to trolleybus enthusiasts.

PRESERVED BRITISH TROLLEYBUSES.
ROTHERHAM 37 - PART THREE

37 was now in Plumtree with the Nottingham Trolleybus Group, but interest in her was gradually waning. Of the two people responsible for taking her to Plumtree one was planning to be married, and rarely visited the bus, and the other moved from Manchester to Southend. Naturally other members of the group concentrated their efforts on the local Nottingham trolleybuses at Plumtree. Then followed, after much argument concerning a proposed depot for the vehicles, a split in the group, the breakaway society, comprising the majority of the members, calling themselves the East Midlands Transport Society. The N.T.G. themselves were left holding only 37, Ashton Croseley 80 and Nottingham 493.

We, in the SOES were still interested in 37, and, as she had received no attention at Nottingham, were examining if she could be returned to Sheffield where local enthusiasts were anxious to look after her. The EMTS, who now owned the site at Plumtree, were unconcerned as to whether 37 was moved or not, and by May 1966 the Nottingham Trolleybus Group as such had ceased to exist. Thus we began a search for a temporary home for the bus, and were very fortunate in receiving permission to keep her at Sheffield Transport's East Bank garage, and towing was arranged for the following Saturday.

On that morning the EMTS were at Plumtree trying out
heir preserved Barton motorbus, and expressed their
leasure that 37 was being taken to where she would be
ooked after. There was a very worrying moment when 37
as first hitched to the towing tractor as one rear
heel was locked through standing so long with the
andbrake on, but this freed on being pushed backwards,
nd 37 was soon on the road northwards.

Because of a low bridge on the main road from
lumtree 37 had to follow a narrow lane to Nottingham,
nd just on the town boundary met an unexpected bridge
ignposted as 15ft.3ins headroom. The bus was supposed to
o 15ft.6ins high and so proceeded under this with great
aution, luckily just fitting beneath. She now entered the
entre of Nottingham pushing through shopping crowds, and
et the only Nottingham trolleybus route which had but
nother month to run. The route to Sheffield could not
ie direct because of low bridges and thus the main A60
owards Doncaster was followed. We should now mention that
he Scammell tractor used for the tow, although very
trong, had a maximum speed of 17 mph, reducing to walking
ace on hills, and thus the miles on this long straight
oad passed very slowly. The monotony was broken with a
hort stop at a transport cafe for refreshments where
7 joined lorries and cars in the park. After 2 hours we
et the A1, where one lane of the dual carriageway was
losed for repairs, thus giving only single-line working.
t was not long before 37 was followed by a stream of
ars at 17 mph stetching as far as could be seen. Leaving
any harrassed motorists at Blythe 37 turned towards her
ome town, and at Maltbybegan to meet Corporation buses
iving the crews quite a surprise - a number just
topping to stare as the trolleybus passed. Intending
assengers however were most dismayed when signalling 37
t stops as she continued past, little noticing she was
nder tow. East Bank were now warned that 37 was nearing
heffield, and in the early evening 37 was shown into
osition at the rear of the depot by a garage foreman.
pparently that evening the depot had to be partially
leared, and thus the yard at the rear was full of service
uses, but a space had been left for 37 in one corner.

Restoration work begins on 37 - a bit of vandalism trouble - and transfer of ownnership to SOES
Part 4 will appear next month.

---

37 REPAINT FUND - We have been offered 2/- per 100 for any Great Britain large stamps (i.e. Christmas stamps - commemorative issues - pictorial stamps etc.) Also cash for any foreign stamps.Please ask all your friends and relations to save these towrads 37's future,and send them to our Sales Officer:
E.Wilson,66,Fraser Crescent,Sheffield S8 0JD.
Thankyou.

TEES-SIDE TOURTEES-SIDE TOUR***TEES-SIDE TOUR***

This tour will not now be held on April 14th,as originally announced,because the new Tees-Side Transport Authority is to come into existance on 1st. April,and,as yet,no tours can be arranged after this date.Thus our tour has been brought forward to Sunday 31st.March,which means it will be the

LAST TEES-SIDE RAILLESS TRACTION BOARD TROLLEYBUS TOUR.

SUNDAY 31st.MARCH 1968.

being operated jointly by the
SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY and
B.U.T. PRESERVATION FUND (Huddersfield).

Full details of the timings of this tour appear on the following page,and we do hope you will be able to join us.The seats have been split equally betweem the two Societies,and there will be plenty of room for everyone (a second trolleybus will be hired if necessary).A fast,modern radio-equipped coach will be used,both because a more speedy journey is required through the distance involved,and a warmer journey will be possible in the evening than if an old bus were employed.

All proceeds from the running of the tour are to go towards the preservation of Huddersfield BUT trolleybus 621 by the BUT Preservation Fund,and articles will be offered for sale on the coach(e.g. Sheffield blinds, tramway and trolleybus photographs etc.in aid of the

'37 Repaint Fund'.

Connections by rail		SOES/BPF Coach	
Dep.Doncaster	0744		
Arr.Sheffield	0825	Dep.Sheffield(Midland Railway Station)	0830*
Dep.Manchester (Victoria)	0750		
Arr.Huddersfield	0837	Dep.Huddersfield(St. George's Square)	0915*
		Dep.Bradford (Chester St.Bus Station)	0935
		Dep.Leeds(Wellington St. Bus Station)	1000
		Direct to Tees-Side depot for last TRTB Trolleybus Tour	
		Dep.Cargo Fleet Depot	1430app.
		Via Whitby and Scarborough to Bridlington for ½ hour break.	
		Dep.Bridlington	1815
		Arr.Leeds	2015
		Arr.Bradford	2040
Dep.Huddersfield	2111	Arr.Huddersfield(Station)	2100
Arr.Manchester	2200		
(By bus rte.77)			
Dep.Sheffield(CBS)	2145	Arr.Sheffield(Central Bus Station)	2140
Arr.Doncaster	2248.		

* - the coach will await the arrival of these trains should they be delayed.

FARE - 30/=
Special fare to SOES members only - 25/=.

Tour form appears on page 15.

Since the acquisition the main work theme has been derusting the exterior ribs, this has now almost been completed. A cordial welcome will be given to any SOES members who would like to help us with our preservation project either through actually helping in the preservation work or contributing financially to our efforts. Full details of 368 are:
Oldham Corporation Fleet No. - 368
Registration Number - FBU 827 Body Builder - Crossley
Chassis Number - 95306 Body Type - Highbrodge 56 seater
Chassis type - DD42/8 Entered Service - 4th.June 1950
Engine - Crossley 8-6 Litre.
Withdrawn from service - 31st.December 1967.

Also our Society is about to take on a second preservation project in the form of the last single-deck Crossley in municipal service, Southport Corporation 116, so if any SOES members are interested in this or the 368 preservation will they please contact me - S.Fitton, 123, Manchester Old Road, Middleton, Manchester for any further details.

The BWBE wish to acknowledge the kind cooperation of the SOES in the inclusion of this article in their magazine.

MAKE SURE YOU OWN A PEN ENGRAVED WITH THE SOES TITLE ONLY 9d EACH. SEE SALES LIST

HUDDERSFIELD TROLLEYBUSES

A look at the present fleet and wiring
By David Haigh, Sales Officer, BUT Preservation Fund.

FLEET

Chassis : BUT 9641T/English Electric Built 1956
Body : East Lancs H40/32R(7ft.6in)

619 KVH 219 - Kept only because 625 had to be scrapped after an accident.
620 KVH 220
621 KVH 221 - Earmarked for preservation
622 KVH 222 623 KVH 223 624 KVH 224
626 KVH 226 627 KVH 227 628 KVH 228
629 KVH 229 630 KVH 230 - Last BUT.

Chassis : Sunbeam S7/Metro-Vickers Built 1959
Body : East Lance H40/32R

631 PVH 931 - Possible preservation by Huddersfield Trolleybus Preservation Society.
632 PVH 932 633 PVH 933 635 PVH 935
637 PVH 937 638 PVH 938 639 PVH 939
640 PVH 940 - Possible preservation by the National Trolleybus Association.

634 was scrapped after reversing over a steep drop at Longwood terminus.
636 is being cannibalised for spares.

A map of the system + description of present termini will appear in next months issue. A booklet on the Huddersfield trolleybus system is to be produced shortly by the 'B.U.T. Preservation Fund'(Huddersfield).

BEST VALUE ANYWHERE !!!!!

SHEFFIELD TRANSPORT DESTINATION BLINDS
7/6d per pair - SEE SALES LIST.

STOP PRESS!

The 68 Sheffield - Huddersfield - Halifax, and X68 Sheffield - Halifax express service routes are expected to start on Monday 1st.April.The routes are to be jointly operated by S.J.O.C.,Yorkshire Traction,Huddersfield and Halifax Corporations on Mon - Fri (each firm having one bus on the services), but only by Sheffield JOC and Yorkshire Traction on Sats.and Suns.(each running two buses).This will introduce two more operators into Sheffield.

Please book me ____seat(s) for the SOES/BPF last TRTB trolleybus tour on Sunday 31st.March 1968.

I enclose £ : s d

Name . . . . . .

Address . . . . . .

I will board the coach at .. . . . . at . . . .a.m.

and will be travelling by train/bus from . . . . . .
(Please complete the latter section if you are travelling to the coach so that we can await your arrival should the train/bus be late).

Please forward the above to :
Dennis E.Vickers,144,Steade Road,Sheffield S7 1DU.

Inside :-

All the latest local news.
Huddersfield Trolleybuses.
Scottish Developments.
Last TRTB Tour.
Preservation of Oldham Crossley
etc. etc.